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DATE:

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**DIST. 13 December 1946**

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PAGES 2

## ORIGIN

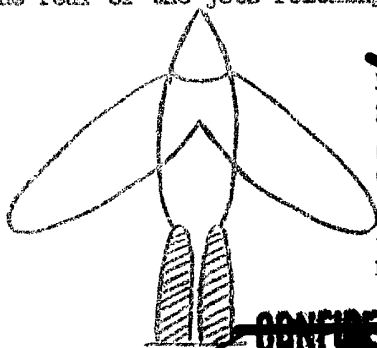
## SUPPLEMENT

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## EVALUATION OF SOURCE

## EVALUATION OF CONTENT

1. The type of plane in which the JUMO-224 is to be installed has not yet been decided.
2. The EF-126 crashed because of the inexperience of the test pilot in towed flight. There were no construction faults in the plane.
3. A total of three such planes has been completed; the fourth one is to be the last built at Dessau and will go to Moscow when finished. No increase in the wing span has been made, but the leading edge of the wings has undergone a slight modification since the crash; the underpart of the leading edge has been shaped into a less sharp curve in order to improve the streamline.
4. The third EF-131 was to have been completed in October 1946. The first EF-131 was flown to Moscow at the end of September 1946. The second EF-131 is being used in braking tests at Dessau. These planes are fitted with six OOA jets, built from old components at Dessau, and not with OOBs which are to be made at Dessau. Armaments will be Soviet, a 2 cm. cannon in the tail and one mounted on the top in center. There are no machine guns.
5. The program provides for a EF-132 with six O12 jets to be completed in May 1947 which will be impossible, and for one EF-127 to be ready in February 1947; this has high priority.
6. Since mid-August 1946 special priority instructions for the building of fighter have been issued, and the EF-132 is delayed in favor of the EF-127.
7. The EF-127 will have two OOA jets situated on the underside of the fuselage toward the rear, the rear of the jets reaching the rear of the fuselage, thus:



~~Document~~ No.

~~NO CHANGE~~ in Class.

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CLASSIFICATION ~~SECRET~~

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ADSO	A DEP.		SPTD	VTO	[REDACTED]	2	[REDACTED]
DADSO	FBI	FBS	SPDS	B DEP.	[REDACTED]	X	[REDACTED]
EKEC	FBL	FBE	SPDT	CFCB	[REDACTED]		
CONTROL PLANS	FBP	FBR	SPDB	TBB	[REDACTED]		

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A speed of about 1,050 km. per hour is to be attempted, and the plane should be able to remain in the air at this speed for two hours. An expert considers this impossible, because of the lack of experience at Junkers in building fighter planes. There will be no test flights in Germany with this plane. Nothing is known about the intended armament.

8. No plans exist for the 213J, 222, JU-290, or JU-390. The JUMO-012 is to be used for fighters as well, but there are no definite plans. The high altitude test chamber is suitable for 004s but not for 012s.
9. In the middle of September 1946, thirty-five engineers, technicians, and skilled workers were sent to the USSR for a brief stay; they probably will return to Germany. Among those who went was Engineer Wolf (Typenleiter). The towing machine for small planes and for testing the Argusrohr was also flown to Moscow.
10. No planes have gone to Königsberg or to Rechlin.
11. BMW at Stassfurt is making 012s, which are not yet ready for testing. The drawings are complete.
12. Siebelwerke, Halle, is making "Walther-Geräte" for use on fighter planes.

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